

## April 2010 Summary Progress Status Report

Current Status	Line Section	Next Steps/Issues Requiring Action
Completed and with Board approval released preliminary Alternatives Analysis report in April. Continuing Technical Working Group and Public Information Meetings. Regional Team met with Authority, FRA, and AG staff on April 26 to identify “baseline” vertical alignment and design options to proceed with 15% design.	SF-SJ	On track to prepare Admin Draft EIR/EIS report by September 2010/ No major issues at this time.
Continuing to refine South of Diridon to Tamien alignment alternatives / Need agreement on alignment alternatives to be advanced before releasing the preliminary AA report.	SJ- Merced	Preparing for a Board briefing and release of the preliminary AA report in June 2010. Regional Team is working with Greater Gardner Community and the City of San Jose to resolve their concerns. Need to document the feasibility (or infeasibility) of the downtown tunnel option. Still evaluating the SR 87/I-280 alternative and the refined programmatic alignment /UPRR April 23, 2010 letter on Revised Draft Programmatic EIR raises serious issues to be addressed by the Authority and AG’s office.
Completed and with Board approval released preliminary Alternatives Analysis report in April. Continuing Technical Working Group and Public Information Meetings.	Merced-Fresno	Both A1 and A2 alignments require crossing UPRR, as well as running closely parallel over significant distances. Lack of discussions with UPRR on these interfaces could threaten achieving the Sept. 2011 NOD/ROD date. Authority action is needed to help facilitate UPRR discussions in this section.
Completed draft preliminary Alternatives Analysis report in April for review by the Authority, FRA, and AG’s office. Continuing Technical Working Group and Public Information Meetings.	Fresno-Bakersfield	Preparing for a Board briefing and release of the preliminary AA report in June 2010. PMT and Regional Team are working closely to advance to environmental studies and preliminary engineering to meet the required NOD/ROD date for Fresno-Bakersfield.
Advancing the Bakersfield-Palmdale preliminary AA report. Held AA workshop with Authority, FRA and AG’s office staff on April 22, 2010, to review alignment alternatives and design options.	Bakersfield-Palmdale	Preparing for a Board briefing and release of the preliminary AA report in July 2010. No major issues at this time.
Making progress in addressing LAUS – Sylmar alignment options, Glendale/Burbank Light Rail issues, San Fernando Valley station locations, Pacoima Wash alternative alignment, and Sylmar to Palmdale alignment alternatives in advance of the proposed July Board briefing on the preliminary AA report for Palmdale-LA.	Palmdale-LA	Authority/Metro discussions were held on April 21 to discuss a way forward to resolving METRO’s and Cities’ concerns. Preparing for a Board briefing and release of the preliminary AA report in July 2010.

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Substantial progress is being made in investigating proposed LA-Anaheim shared-track alternatives that are being developed in consultation with Metro, OCTA, BNSF and Amtrak. Preparing to brief Board on Supplemental AA at the July Board meeting. LA Union Station platform location and south approach track alternatives and other track alignment issues need to be resolved prior to finalizing the Admin Draft EIR/EIS for LA-Anaheim.	LA-Anaheim	Plan to report back to the Board in July with a recommendation on the proposed 3+2 or 4+2 shared-track alternatives. Administrative DEIR/EIS is scheduled for delivery in Sept. 2010 with the DEIR/EIS report to be issued in January 2011.
Making progress on preliminary AA report to be ready for Board briefing and public release by August 2010.	LA-San Diego	Applying for FRA planning grant to supplement the Governor's proposed FY2010/11 budget for work in this Phase 2 section.
Making progress in identifying initial alignment alternatives.	Merced-Sacramento	Brief the Board on initial alternatives at the May 2010 meeting. Also applying for an FRA planning grant to supplement the Governor's proposed FY2010/11 budget for work in this Phase 2 section.
Making progress in identifying initial alignment alternatives.	Altamont Corridor	Brief the Board on initial alternatives at the May 2010 meeting. Also applying for an FRA planning grant to supplement the Governor's proposed FY2010/11 budget for work in this Phase 2 section.
In support of the Rule of Particular Applicability, six additional CHSTP System Requirements packages were submitted to the FRA in the last two months bringing the total number of packages submitted to 35 out of a total of 46 planned packages.	PMT Engineering	There is continuing dialogue with FRA on completing the reviews but federal resources are constrained given the high level of HSR activity in the U.S. FRA has recently been provided additional resources specifically to focus on HSR delivery and we will press for an expedited process to review these packages.
In support of establishing the conditions for CPUC approval for the CHSTP, several meetings have been held recently to determine and confirm review and approval protocols. CPUC current position is that they do not have an applicable General Order in place to regulate an HSR electrification system and an Order Instituting Rulemaking (OIR) will be required. The OIR process was originally initiated by the Caltrain Electrification Program and that documentation will be reviewed and applied as appropriate.	PMT Engineering	<p>A protocol document establishing and confirming the requirements for the OIR and recommend a strategy to secure the CPUC final ruling by Fall 2011 is under preparation with the CPUC input, and will be submitted to Authority for review and confirmation.</p> <p>The Caltrain OIR application and Waiver application for the Caltrain Electrification project will be reviewed and modified as needed to support the CHSTP. The electrification system is the same and it is anticipated that much of that work will be applicable.</p>
Released the updated Risk Management Plan and TM 0.7 Risk Register Protocol for implementation.. The RMP requires input definition of improvements, construction cost estimate and construction schedule to assess delivery and program risk. Implementation has begun with the LA-Ana and LA-Palmdale sections.	PMT Engineering	Implementation of the risk management program will continue with a focus on the ARRA application sections including Fresno-Bakersfield, Merced-Fresno, and SF-SJ. Implementation is also planned for assessing delivery risk of the cores system elements beginning with rolling stock procurement.

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<p>The following Technical Memorandums supporting the 15% and 30% Design process were released in the last two months</p> <ul style="list-style-type: none"> <li>- TM 1.1.4 Engineering Mapping and Surveys, R1</li> <li>- TM 1.1.10 High Speed Equipment Structure Gauges, R0</li> <li>- TM 2.9.6 Interim Ground Motions, R0</li> <li>- TM 3.4.22 EMI Foot Print Procedures, R0</li> <li>- TM 3.1.1.1 2x25kV Autotransformer System, R2</li> </ul> <p>A total of 29 Technical memoranda are planned for completion for FY 09/10 of which 7 are released and 21 are in progress</p>	<p>PMT Engineering</p>	<p>The TMs in development are principally focused on supporting 30 % design efforts. The majority are targeted for completion and release by June 30. The next set of TMs to be released include:</p> <ul style="list-style-type: none"> <li>- TM 0.1.1 30% Design Scope, R0</li> <li>- TM 2.10.10 HST and Track Structure Compatibility, R0</li> <li>- TM 3.2.2 OCS Structural Requirements, R0</li> </ul>
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